Corral Area OHV Trail Reconstruction

FOR OFFICE USE ONLY:	Version # _____	APP # _____

1. Project Description

A. Statement of GO Activity

The project consists of conservation and trail maintenance activities on OHV System Trails within the Lake Tahoe Basin Management Unit (LTBMU) of the US Forest Service (USFS). Conservation and Trail Maintenance activities will be performed via partnership utilizing LTBMU staff, Sierra Buttes Trail Stewardship (SBTS) contract trail crew, and volunteers.

Work will occur on the following trails:
Corral Trail – (1 mile) open to Motorcycle and ATV
Cedar Trail – (2 miles) open to Motorcycle and ATV
Sidewinder Trail – (1.5 miles) open to Motorcycle
High Meadows OHV Trail – (1 mile) open to Motorcycle

Project management and coordination with contractor and volunteers will be performed by LTBMU staff. In order to manage, control and measure the overall project success, project coordinators will plan work assignments, equipment use, manage costs and assure that work conforms to USFS Trail Management Standards.

Project area trails are heavily used by the public and require on-going maintenance in order to protect the watershed and soil, and to ensure the trails are sustainable, safe and fun. Forest Service Trail Enhancement Plan for Technical Trail Features (TTFS) will guide improvements and maintenance of TTFS. Maintenance and condition monitoring of TTFS is a key aspect of the LTBMU trail risk management plan.

Project trails host optional TTFS: *Table-top Jumps, Rock Drops, Log Rides and Berm Turns. TTFS provide opportunities for skill development and improvement, as well as an exciting and challenging experience for all ability levels. The main trail line avoids these optional TTFS, such that users of all interests and abilities can enjoy the trail system and guide their own experience.
**Table-top jumps are constructed with a flat top that allows a rider to roll over the jump without being forced to catch air. Table-tops are very low risk, and have been engineered to allow for all use types (motorized, mountain bike, hiker) and all ability levels.*

Typical trail maintenance follows minimum design parameter guidelines for motorized trails identified in Forest Service Handbook (FSH) 2309.18, Section 23.13, Exhibit 01.

Conservation activities include:
1. Vehicle barriers- Repair of existing and installation of additional barriers to prevent OHV use off the trail system. A gate will be installed to limit vehicle access into restricted areas during seasonal travel closures and large rocks and logs will be used to protect natural and cultural resources.
2. Restoration of unauthorized parking areas (approximately 2,500 square feet). .

Trail maintenance activities include:
1. Brushing- (removal of vegetation from within the trail corridor). This will be accomplished using chain saws and pruning shears.

2. Tread restoration- filling small ruts developed in the trail tread and removing slough material. The slough will also be used to fill ruts on the trail tread. Grooming is accomplished using hand-scraping tools, and in more severe cases, a mini excavator and skid steer are used.

3. Shaping and Compacting- the soil type is Decomposed Granite (DG), which requires ongoing maintenance for the berms and jumps to have consistent shaping and compaction. Takeoff transitions and landing ramps must function as designed to meet the trail risk management objectives. Shaping and Compaction are performed using the following tools and equipment: water (200 gallon container with motorized water pump), hand-scraping tools, motorized-wheelbarrow, motorized compactors, mini excavator, skid steer and trail dozer.

4. Tread Armoring- tread armoring is performed to protect from soil loss in areas where the grade is either too steep to sustain wheeled traffic or in low spots that develop puddles. Native rock is used in all tread armoring and requires the following tools and equipment: hand digging tools, rock hammers, feathers and wedges, griphoist, Magnum Buster with charges, Pionjar rock drill and motorized wheelbarrow for rock transport.

5. Trail signage- installation and repair of OHV route signage. Signs include trail name and number, difficulty, type of vehicle use allowed, and trail directions. It is important to maintain a comprehensive signagplan, with signs placed at the entrance of the trails and at other key locations.

6. Informational kiosks- installation of (2) kiosks and (2) display panels. Displays will announce OHV legal routes, discuss trail etiquette, display trail difficulty and options for TTFS, share responsible riding tips, provide emergency contact information, and highlight Tread Lightly principles. Kiosks will be placed at upper and lower trailheads.

7. Volunteer Opportunities- Volunteer workdays will be offered throughout the trail season; providing an opportunity for the public to learn about and participate in the trail project. Involving riders in project implementation will result in developing a culture of responsible use and is essential ongoing maintenance of the trail system.

B. Relation of Proposed Project to OHV Recreation

The Lake Tahoe Basin Management Unit (LTBMU) manages all trails on National Forest System lands or rights-of-way within its jurisdiction. There are 5.5 miles of system trails that are authorized for motorized use within the project area. This trail system tiers to an extensive native surface road network, which enables OHV users many opportunities from a single access point.

Management of trails requires an effective program of preventative maintenance, refurbishment, repair, and in some case rebuild of the trails within the system. There is a critical need to maintain these OHV trails to meet Forest Service standards, to protect against soil erosion and water quality degradation, and to ensure the trails comply with the LTBMU risk management plan.

Grant funds will be used to ensure the long-term sustainability of recreational OHV trail use by:

· Reducing potential threats to natural and cultural resources by repairing and installing OHV signage and vehicle barriers.

· Installing information kiosks at the trailheads and directional signage at key points will direct users to legal OHV opportunities and away from sensitive or rehabilitated areas. Signage will include information about trail etiquette, other allowed uses, trail difficulty and user expectations, and Tread Lightly principles.

· Maintaining the existing trail system to meet USFS trail management standards. This includes significant drainage upgrades on all trails to ensure trails do not impede or affect natural drainage patterns, and that trails do not contribute to erosion and/or negative water quality impacts.

· Contributing to further development of volunteer programs and volunteer education campaigns, connecting trail users to the maintenance and management components of public OHV trails.

Trails, connectivity and nearby OHV opportunities:

The project will include the following trails:

Corral Trail – (1 mile) open to Motorcycle and All-Terrain Vehicle

Cedar Trail – (2 miles) open to Motorcycle and All-Terrain Vehicle

Sidewinder Trail – (1.5 miles) open to Motorcycle
High Meadows OHV Trail – (1 mile) open to Motorcycle
Total project trail miles: 5.5

Project trails provide direct connectivity to the following designated OHV routes:
Hellhole Road - 2.2 miles open to Motorcycle, ATV, 4x4
Power Line Road - 3.5 miles open to Motorcycle, ATV, 4x4
Total connecting trail miles: 5.7

Project trails are within close proximity (less than 6 miles) to these additional OHV opportunities:
Sand Pit OHV Management Area – open to Motorcycle, ATV, 4x4
Twin Peaks Trail – (1.5 miles) open to Motorcycle, ATV, 4x4
Twin Peaks Road – (2.5 miles) open to Motorcycle, ATV, 4x4
Kingsbury Stinger Trail – (3 miles) open to Motorcycle, ATV
Genoa Peak Road – (9.5 miles) Open to Motorcycle, ATV, 4x4
14N33 – (6 miles) Open to Motorcycle, ATV, 4x4
14N35 – (1.5 miles) Open to Motorcycle, ATV, 4x4
Total nearby trail miles:24

Project trails offer Technical Terrain Features (Table-top Jumps, Rock Drops, Log Rides and Berm Turns), which make this system of trails unique and desirable for all abilities of OHV riders and also for mountain bikers

The trail system is widely accessible and has direct connections to the communities of South Lake Tahoe and Meyers. Reno and Sacramento are both within a 1.5- hour drive. The Lake Tahoe Basin receives greater than 3 million annual visitors, with the primary visitation influence being recreation.

C. Describe the size of the specific Project Area(s) in acres and/or miles

The project area is located in South Lake Tahoe, within the Lake Tahoe Basin Management Unit (LTBMU) and includess the following trails:
Corral Trail – (1 mile) open to Motorcycle and All-Terrain Vehicle
Cedar Trail – (2 miles) open to Motorcycle and All-Terrain Vehicle
Sidewinder Trail – (1.5 miles) open to Motorcycle
High Meadows OHV Trail – (1 mile) open to Motorcycle
Total project trail miles: 5.5

Areas associated with the project include parking and staging areas where vehicle barriers and signage will be placed, which make up approximately 20 acres. All elements of this project involve maintenance of existing trails and associated facilities, no new construction is included in this proposal.

D. Location and description of OHV opportunities

The project area is located in South Lake Tahoe, CA, within the Lake Tahoe Basin Management Unit (LTBMU). The main trail access point for the Corral Area trail system is located at the junction of Fountain Place road and Powerline road, and the nearest main cross street is Pioneer Trail.

Trail descriptions for trails in the project area:

- Corral Trail – (1 mile) open to Motorcycle and All-Terrain Vehicle. This trail connects **Powerline** road to Cedar Trail, Sidewinder Trail and the upper trailhead on Fountain Place Road, creating options for several different loops of varying difficulty. Corral Trail is a "more difficult" route, characterized by numerous optional Technical Trail Features (TTFS), including table top jumps, log rides, rock drops and berms. This is the

main decent route in the trail system, and is extremely popular among motorcycle and mountain bike users.

- Cedar Trail – (2 miles) open to Motorcycle and All-Terrain Vehicle. This trail connects Powerline road to Corral Trail, and is an "easy" difficulty route. Cedar Trail is characterized as winding through somewhat dense forest and occasional rock outcrops at a mild trail grade. There are some optional TTFS on this trail, which are designed for "easy" difficulty.
- Sidewinder Trail – (1.5 miles) open to Motorcycle. This trail connects Upper and Lower Corral trail to the upper trailhead on Fountain Place road, and to Connector Trail (nonmotorized).Sidewinder is characterized as being low speed, highly featured with bermed turns and numerous optional TTFS, such as log rides and rock drops. It is a "more difficult" trail, and very highly used by motorcycles and mountain bikes.
- High Meadows OHV Trail – (1 mile) open to Motorcycles. This trail is an extension off Powerline road and the Corral Trail system, and is rated as "more difficult." The trail can be characterized as open flowing through forested areas with bermed turns and occasional TTFS. It is a popular extension of the motorized trail network, and very popular amoung mountain bikers as a connection to adjacent non-motorized trails.

Project trails provide direct connectivity to the following designated OHV routes:
Hellhole Road - 2.2 miles open to Motorcycle, ATV, 4x4
Power Line Road - 3.5 miles open to Motorcycle, ATV, 4x4
Total connecting trail miles: 5.7

Project trails are within close proximity (less than 6 miles) to these additional OHV opportunities:
Sand Pit OHV Management Area – open to Motorcycle, ATV, 4x4
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Total nearby trail miles:24

2. Rerouting Requirements

Rerouting

(a) Does your project involve rerouting of any roads and trails? ☐ Yes ☑ No

If response to question (a) is 'Yes', a Project timeline, conceptual drawings and site plans are required (See 'Attachments' tab at the top of the screen)

If response to question (a) is 'No', skip details related to rerouting

3. District and County Information

A. California State Senate Districts

Select one or more of the California State Senate Districts where the proposed project activities will occur. Copy and Paste the URL (http://www.legislature.ca.gov/legislators_and_districts/districts/districts.html) in your browser to determine the State Senate district(s). (Please select applicable values)

☑ State Senate 01	☐ State Senate 02	☐ State Senate 03	☐ State Senate 04	☐ State Senate 05
☐ State Senate 06	☐ State Senate 07	☐ State Senate 08	☐ State Senate 09	☐ State Senate 10
☐ State Senate 11	☐ State Senate 12	☐ State Senate 13	☐ State Senate 14	☐ State Senate 15
☐ State Senate 16	☐ State Senate 17	☐ State Senate 18	☐ State Senate 19	☐ State Senate 20
☐ State Senate 21	☐ State Senate 22	☐ State Senate 23	☐ State Senate 24	☐ State Senate 25
☐ State Senate 26	☐ State Senate 27	☐ State Senate 28	☐ State Senate 29	☐ State Senate 30
☐ State Senate 31	☐ State Senate 32	☐ State Senate 33	☐ State Senate 34	☐ State Senate 35
☐ State Senate 36	☐ State Senate 37	☐ State Senate 38	☐ State Senate 39	☐ State Senate 40

B. California State Assembly Districts

Select one or more of the California State Assembly Districts where the proposed project activities will occur. Copy and Paste the URL (http://www.legislature.ca.gov/legislators_and_districts/districts/districts.html) in your browser to determine the State Assembly district(s). (Please select applicable values)

☐ State Assembly 01	☐ State Assembly 02	☐ State Assembly 03	☐ State Assembly 04	☑ State Assembly 05
☐ State Assembly 06	☐ State Assembly 07	☐ State Assembly 08	☐ State Assembly 09	☐ State Assembly 10
☐ State Assembly 11	☐ State Assembly 12	☐ State Assembly 13	☐ State Assembly 14	☐ State Assembly 15
☐ State Assembly 16	☐ State Assembly 17	☐ State Assembly 18	☐ State Assembly 19	☐ State Assembly 20
☐ State Assembly 21	☐ State Assembly 22	☐ State Assembly 23	☐ State Assembly 24	☐ State Assembly 25
☐ State Assembly 26	☐ State Assembly 27	☐ State Assembly 28	☐ State Assembly 29	☐ State Assembly 20
☐ State Assembly 31	☐ State Assembly 32	☐ State Assembly 33	☐ State Assembly 34	☐ State Assembly 35
☐ State Assembly 36	☐ State Assembly 37	☐ State Assembly 38	☐ State Assembly 39	☐ State Assembly 40
☐ State Assembly 41	☐ State Assembly 42	☐ State Assembly 43	☐ State Assembly 44	☐ State Assembly 45
☐ State Assembly 46	☐ State Assembly 47	☐ State Assembly 48	☐ State Assembly 49	☐ State Assembly 50
☐ State Assembly 51	☐ State Assembly 52	☐ State Assembly 53	☐ State Assembly 54	☐ State Assembly 55
☐ State Assembly 56	☐ State Assembly 57	☐ State Assembly 58	☐ State Assembly 59	☐ State Assembly 60
☐ State Assembly 61	☐ State Assembly 62	☐ State Assembly 63	☐ State Assembly 64	☐ State Assembly 65
☐ State Assembly 66	☐ State Assembly 67	☐ State Assembly 68	☐ State Assembly 69	☐ State Assembly 70
☐ State Assembly 71	☐ State Assembly 72	☐ State Assembly 73	☐ State Assembly 74	☐ State Assembly 75
☐ State Assembly 76	☐ State Assembly 77	☐ State Assembly 78	☐ State Assembly 79	☐ State Assembly 80

C. California Congressional Districts

Select one or more of the California Congressional Districts where the proposed project activities will occur. Copy and Paste the URL (https://www.govtrack.us/congress/members/CA) in your browser to determine the Congressional district(s). (Please select applicable values)

☐ Congressional District 1	☐ Congressional District 2	☐ Congressional District 3	☑ Congressional District 4
☐ Congressional District 5	☐ Congressional District 6	☐ Congressional District 7	☐ Congressional District 8
☐ Congressional District 9	☐ Congressional District 10	☐ Congressional District 11	☐ Congressional District 12
☐ Congressional District 13	☐ Congressional District 14	☐ Congressional District 15	☐ Congressional District 16
☐ Congressional District 17	☐ Congressional District 18	☐ Congressional District 19	☐ Congressional District 20
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- ☐ Congressional District 48
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- ☐ Congressional District 51
- ☐ Congressional District 52
- ☐ Congressional District 53

D. County

Select one or more of the California Counties where the proposed project activities will occur. (Please select applicable values)

- ☐ Alameda
- ☐ Alpine
- ☐ Amador
- ☐ Butte
- ☐ Calaveras
- ☐ Colusa
- ☐ Contra Costa
- ☐ Del Norte
- ☑ El Dorado
- ☐ Fresno
- ☐ Glenn
- ☐ Humboldt
- ☐ Imperial
- ☐ Inyo
- ☐ Kern
- ☐ Kings
- ☐ Lake
- ☐ Lassen
- ☐ Los Angeles
- ☐ Madera
- ☐ Marin
- ☐ Mariposa
- ☐ Mendocino
- ☐ Merced
- ☐ Modoc
- ☐ Mono
- ☐ Monterey
- ☐ Napa
- ☐ Nevada
- ☐ Orange
- ☐ Placer
- ☐ Plumas
- ☐ Riverside
- ☐ Sacramento
- ☐ San Benito
- ☐ San Bernardino
- ☐ San Diego
- ☐ San Francisco
- ☐ San Joaquin
- ☐ San Luis Obispo
- ☐ San Mateo
- ☐ Santa Barbara
- ☐ Santa Clara
- ☐ Santa Cruz
- ☐ Shasta
- ☐ Sierra
- ☐ Siskiyou
- ☐ Solano
- ☐ Sonoma
- ☐ Stanislaus
- ☐ Sutter
- ☐ Tehama
- ☐ Trinity
- ☐ Tulare
- ☐ Tuolumne
- ☐ Ventura
- ☐ Yolo
- ☐ Yuba

Project Cost Estimate

	FOR OFFICE USE ONLY: Version # _____ APP # _____		
APPLICANT NAME :	USFS - Lake Tahoe Basin Management Unit		
PROJECT TITLE :	Corral Area OHV Trail Reconstruction	**PROJECT NUMBER (Division use only) :**	G14-02-07-G01
PROJECT TYPE :	☐ Law Enforcement ☐ Restoration ☐ Education & Safety ☐ Acquisition ☐ Development ☑ Ground Operations ☐ Planning		
PROJECT DESCRIPTION :	The project consists of conservation and trail maintenance activities on OHV System Trails within the Lake Tahoe Basin Management Unit (LTBMU) of the US Forest Service (USFS). Conservation and Trail Maintenance activities will be performed via partnership utilizing LTBMU staff, Sierra Buttes Trail Stewardship (SBTS) contract trail crew, and volunteers. Work will occur on the following trails: Corral Trail – (1 mile) open to Motorcycle and ATV Cedar Trail – (2 miles) open to Motorcycle and ATV Sidewinder Trail – (1.5 miles) open to Motorcycle High Meadows OHV Trail – (1 mile) open to Motorcycle Project management and coordination with contractor and volunteers will be performed by LTBMU staff. In order to manage, control and measure the overall project success, project coordinators will plan work assignments, equipment use, manage costs and assure that work conforms to USFS Trail Management Standards. Project area trails are heavily used by the public and require on-going maintenance in order to protect the watershed and soil, and to ensure the trails are sustainable, safe and fun. Forest Service Trail Enhancement Plan for Technical Trail Features (TTFS) will guide improvements and maintenance of TTFS. Maintenance and condition monitoring of TTFS is a key aspect of the LTBMU trail risk management plan. Project trails host optional TTFS: *Table-top Jumps, Rock Drops, Log Rides and Berm Turns. TTFS provide opportunities for skill development and improvement, as well as an exciting and challenging experience for all ability levels. The main trail line avoids these optional TTFS, such that users of all interests and abilities can enjoy the trail system and guide their own experience. **Table-top jumps are constructed with a flat top that allows a rider to roll over the jump without being forced to catch air. Table-tops are very low risk, and have been engineered to allow for all use types (motorized, mountain bike, hiker) and all ability levels.*		

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5. Trail signage- installation and repair of OHV route signage. Signs include trail name and number, difficulty, type of vehicle use allowed, and trail directions. It is important to maintain a comprehensive signagplan, with signs placed at the entrance of the trails and at other key locations.

6. Informational kiosks- installation of (2) kiosks and (2) display panels. Displays will announce OHV legal routes, discuss trail etiquette, display trail difficulty and options for TTFS, share responsible riding tips, provide emergency contact information, and highlight Tread Lightly principles. Kiosks will be placed at upper and lower trailheads.

7. Volunteer Opportunities- Volunteer workdays will be offered throughout the trail season; providing an opportunity for the public to learn about and participate in the trail project. Involving riders in project implementation will result in developing a culture of responsible use and is essential ongoing maintenance of the trail system.

	Line Item	Qty	Rate	UOM	Grant Req.	Match	Total
DIRECT EXPENSES							
Program Expenses							
1	**Staff**						
	1. GS-9 Trails Engineer Notes : USFS staff time for oversight of USFS trail crew, USFS road crew, ordering materials, volunteer coordination and oversight.	8.0000	314.000	DAY	2,512.00	0.00	2,512.00
	2. GS-11 Landscape Architect Notes : USFS staff time for design of trailhead kiosks.	2.0000	375.000	DAY	375.00	375.00	750.00
	3. USFS Trail Crew (6-person) Notes : USFS staff time for trail maintenance and upgrades, volunteer training.	12.0000	1100.000	DAY	6,600.00	6,600.00	13,200.00
	4. USFS Road Crew (6-person) Notes : USFS staff time for installation of gate and vehicle barriers.	6.0000	1200.000	DAY	3,600.00	3,600.00	7,200.00
	5. Volunteer labor Notes : Volunteer labor coordinated through the LTBMU and Tahoe Area Mountain Biking Association (TAMBA). TAMBA has committed to provide a minimum 1080 hours for this project. For reference, TAMBA provided 2680 hours of volunteer labor in 2014.	900.0000	22.140	HRS	0.00	19,926.00	19,926.00
Total for Staff					13,087.00	30,501.00	43,588.00
2	**Contracts**						
	1. Sierra Buttes Trail Stewardship Notes : Contract with Sierra Buttes Trail Stewardship: Activities involved are tracking labor, performing onsite maintenance and supervision, providing and operating heavy equipment, coordinating and leading volunteer work crews, installing trail kiosks and signage, managing	1.0000	68500.000	EA	68,500.00	0.00	68,500.00

	Line Item	Qty	Rate	UOM	Grant Req.	Match	Total
	volunteer recruitment, promotion of volunteer workdays and educational workshops. Contractor will provide vehicles for tools and personnel transport, heavy equipment and hand tools fro maintenance work, fuel and maintenance supplies for company-owned equipment.						
3	**Materials / Supplies**						
	1. Kiosks - Rockart item #03-440	2.0000	2000.000	EA	4,000.00	0.00	4,000.00
	2. Kiosk Display Panel - Rockart #03	2.0000	500.000	EA	1,000.00	0.00	1,000.00
	3. Kiosk installation materials Notes : Materials include: lumber for bracing kiosk structure, concrete for kiosk upright post set, hardware for securing lumber, wire mesh for setting concrete	1.0000	1000.000	MISC	0.00	1,000.00	1,000.00
	4. Trail sign posts Notes : Pressure treated 4"x4"x8' posts, treatment must meet specification for direct contact with fresh water as a required best practice in the Lake Tahoe Basin	6.0000	40.000	EA	0.00	240.00	240.00
	5. Routed trail signs (with hardware) Notes : Signs must meet USFS Guide for Trail Signage. Trail Engineer will provide specification to sign vendor at the time of order	6.0000	100.000	EA	600.00	0.00	600.00
	6. 14' single swing metal gate w/swin Notes : Gate must meet USFS standards for construction and installation. Trail Engineer will provide specification to vendor at time of order	1.0000	2500.000	EA	2,500.00	0.00	2,500.00
	7. Concrete for gate swing post	1.0000	500.000	EA	0.00	500.00	500.00
Total for Materials / Supplies					8,100.00	1,740.00	9,840.00
4	**Equipment Use Expenses**						
	1. Equipment Rental	1.0000	1800.000	MOS	1,800.00	0.00	1,800.00

	Line Item	Qty	Rate	UOM	Grant Req.	Match	Total
	Notes : Rental for 500 gallon water trailer						
	2. Equipment Rental Notes : Rental - Sutter 480 trail dozer	0.2500	5800.000	MOS	1,450.00	0.00	1,450.00
	3. Equipment Rental Notes : Rental - 300' water hose extension for use with water trailer	1.0000	150.000	MOS	150.00	0.00	150.00
	4. Equipment Rental Notes : Rental - portable water pump for transfer and refill	1.0000	375.000	MOS	375.00	0.00	375.00
	5. Equipment use - USFS Backhoe Notes : Use of USFS backhoe (#7450). Used for installation of metal gate and placement of vehicle barriers	4.0000	200.000	DAY	400.00	400.00	800.00
	6. Equipment use - USFS dump truck Notes : Use of USFS dump truck (#7494). Used for transport of materials, gate and vehicle barriers	4.0000	250.000	DAY	500.00	500.00	1,000.00
	7. Equipment use - USFS vehicle 5576 Notes : USFS vehicle 5576, used by Trail Engineer for project administration	20.0000	75.000	DAY	750.00	750.00	1,500.00
	8. Equipment use - USFS vehicle 3803 Notes : USFS vehicle 3803 used to transport trail crew	12.0000	75.000	DAY	900.00	0.00	900.00
	9. Equipment use - USFS hand tools Notes : USFS hand tools for use by USFS road and trail crews, and volunteers	50.0000	10.000	EA	0.00	500.00	500.00
	10. Fuel for rental equipment Notes : Fuel for rental equipment. Estimated at 100 gallons x $3.50 avg. price per gallon in South Lake Tahoe during summer months.	100.0000	3.500	EA	0.00	350.00	350.00
	11. Equipment - TAMBA in-kind hand too Notes : Hand tools provided by Tahoe Area Mountain Biking Association for use on volunteer workdays	100.0000	20.000	EA	0.00	2,000.00	2,000.00

	Line Item	Qty	Rate	UOM	Grant Req.	Match	Total
	12. Equipment use - USFS vehicle #5812 Notes : Road Crew service truck used to transport crew and service equipment	6.0000	85.000	DAY	0.00	510.00	510.00
Total for Equipment Use Expenses					6,325.00	5,010.00	11,335.00
5	**Equipment Purchases**						
6	**Others**						
Total Program Expenses					96,012.00	37,251.00	133,263.00
TOTAL DIRECT EXPENSES					96,012.00	37,251.00	133,263.00
INDIRECT EXPENSES							
Indirect Costs							
1	**Indirect Costs**						
	1. Indirect Costs-Contract Administration Notes : Salary for GS-9 Trails Engineer for time spent performing contract administration. Match provided out of base trail program budget.	14.0000	314.000	DAY	2,198.00	2,198.00	4,396.00
Total Indirect Costs					2,198.00	2,198.00	4,396.00
TOTAL INDIRECT EXPENSES					2,198.00	2,198.00	4,396.00
TOTAL EXPENDITURES					**98,210.00**	**39,449.00**	**137,659.00**

	Category	Grant Req.	Match	Total	Narrative
DIRECT EXPENSES					
Program Expenses					
1	Staff	13,087.00	30,501.00	43,588.00	
2	Contracts	68,500.00	0.00	68,500.00	Contract with Sierra Buttes Trail Stewardship: Activities involved are tracking labor, performing onsite maintenance and supervision, providing and operating heavy equipment, coordinating and leading volunteer work crews, installing trail kiosks and signage, managing volunteer recruitment, promotion of volunteer workdays and educational workshops. Contractor will provide vehicles for tools and personnel transport, heavy equipment and hand tools fro maintenance work, fuel and maintenance supplies for company-owned equipment.
3	Materials / Supplies	8,100.00	1,740.00	9,840.00	
4	Equipment Use Expenses	6,325.00	5,010.00	11,335.00	
5	Equipment Purchases	0.00	0.00	0.00	
6	Others	0.00	0.00	0.00	
Total Program Expenses		96,012.00	37,251.00	133,263.00	
TOTAL DIRECT EXPENSES		96,012.00	37,251.00	133,263.00	
INDIRECT EXPENSES					
Indirect Costs					
1	Indirect Costs	2,198.00	2,198.00	4,396.00	
Total Indirect Costs		2,198.00	2,198.00	4,396.00	
TOTAL INDIRECT EXPENSES		2,198.00	2,198.00	4,396.00	
TOTAL EXPENDITURES		**98,210.00**	**39,449.00**	**137,659.00**	

Evaluation Criteria

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1. Project Cost Estimate - Q 1. (Auto populates from Cost Estimate)

1. As calculated on the Project Cost Estimate, the percentage of the Project costs covered by the Applicant is: 3

(Note: This field will auto-populate once the Cost Estimate and Evaluation Criteria are Validated.) (Please select one from list)

- ○ 76% or more (10 points)
- ○ 51% - 75% (5 points)
- ◉ 26% - 50% (3 points)
- ○ 25% (Match minimum) (No points)

2. Failure to Complete - Q 2.

2. Failure to complete the Project would result in: 8

(Check all that apply) - Scoring: Maximum of 8 points (Please select applicable values)

- ☑ Loss of OHV Opportunity (6 points)
- ☑ Negative impact to cultural sites (2 points)
- ☑ Damage to special-status species or other sensitive habitat (2 points)
- ☑ Potential trespass (2 points)
- ☑ Additional damage to Facilities (1 point)

Provide a detailed explanation for each statement that was checked:

Failure to implement this project would result in continued deterioration of existing OHV trail opportunities, negatively affecting quality of experience, increasing the level of difficulty on trails designed as "easy" or "moderate", and potentially leading to closure for OHV use.
Cultural sites exist adjacent to several trail routes, trailheads and access points. Failure to complete the project would allow these areas to remain exposed to damage from off-trail OHV use and parking in unauthorized areas. vehicle barrier placement is critical to the protection of these resources.
The Corral trail system borders potential habitat for Mountain Yellow Legged Frog and Lahontan Cutthroat Trout. Failure to complete the project could result in trail erosion and negative water quality impacts in these areas, thereby impacting sensitive habitat.
Current lack of informational signage and vehicle barriers make continued trespass and damage to facilities likely without completion of this project.

3. Sustain OHV Opportunity - Q 3.

3. The Project would sustain OHV Opportunity by: 13

(Check all that apply) (Please select applicable values)

- ☑ Maintaining trail or road tread (5 points)
- ☑ Installing or repairing erosion control features (3 points)
- ☑ Providing traffic control and/or educational signage (3 points)
- ☑ Maintaining multi use (ATV, Dirt Bikes, 4x4, etc) (1 point)
- ☑ Providing varied levels of riding difficulty (1 point)

4. Public Input - Q 4.

4. The Project was developed with public input prior to the preliminary Application filing deadline. Identify date(s) of meetings and participants. Do not include internal agency meetings or meetings that occurred more than 12 months prior to filing the preliminary Application. Public input employed the following: 2

(Check all that apply) (Please select applicable values)

- [x] The Applicant initiated and conducted publicly noticed meeting(s) with the general public to discuss Project (1 point)
- [x] The Applicant had meeting(s) with mulitiple distinct stakeholders (1 point)

Provide a detailed explanation for each statement that was checked:

Background: The Lower Corral Trail design plan set is the product of extensive public involvement and input, including 1 conference, several meetings and 3 field days (2011/12, 150 individual participants). Additional public involvement occurred through the summers of 2012 through 2014 during volunteer workdays and Tahoe Area Mountain Biking Association (TAMBA) monthly meetings.
The LTBMU published several press releases during 2014, and several local news outlets reported on the LTBMU-TAMBA partnership and volunteer trail events. The Sierra Buttes Trail Stewardship has been working in partnership with the LTBMU and TAMBA during 2014 to implement some of the upgrades on Lower Corral Trail, and has been a key partner for volunteer recruitment, education and maintenance involvement. The LTBMU has also hosted meetings, created partnerships and voluntary services agreements with the South Tahoe HI-Lows 4X4 group and Sand Pit Volunteers (motorcycle). Meetings with each group occur annually in spring and fall.

5. Utilization of Partnerships - Q 5.

5. The Project will utilize partnerships to successfully accomplish the Project. Identify the number of groups or organizations that will actively participate in the Project. Partners cannot include any unit of the OHMVR Division, subcontractors, or any participants being paid by this OHV Grant and Cooperative Agreement. 2

(Check the one most appropriate) (Please select one from list)

- ○ 4 or more (4 points)
- ◉ 2 to 3 (2 points)
- ○ 1 (1 point)
- ○ None (No points)

List each partner organization(s) separately and provide a detailed explanation for how each partner(s) will participate in the Project:

Tahoe Area Mountain Biking Association (TAMBA): Partner will provide volunteer outreach, organization, training and trail maintenance work. TAMBA has a 14 year history of partnership with the LTBMU and has been an active partner in the design and construction of Corral area trails. TAMBA will host a cooperative crew leader training with the LTBMU on April 11th and 12th to train and certify new volunteer crew leaders for this project.
Sand Pit Volunteers: Partner will provide outreach and education to engage motorized users in this project.

6. Impact to Natural and Cultural Resources - Q 6.

6. The Project will avoid and/or minimize impact to natural and cultural resources by: 7

(Check all that apply) - Scoring: Maximum of 7 points (Please select applicable values)

- [ ] Controlling OHV use (i.e. signage, route delineation, etc.) (1 point)
- [ ] Protecting water quality (1 point)
- [ ] Providing an alternative to wet crossings where appropriate (1 point)
- [ ] Protecting special-status species (1 point)
- [ ] Re-routing trails to divert away from riparian/wetlands areas (1 point)
- [ ] Providing sanitary facilities (1 point)
- [ ] Protecting cultural site(s) (1 point)
- [x] Site design precludes the need for the above measures (7 points)

Provide a detailed explanation for each statement that was checked:

Overall project and site design are intended to address concerns with each of the listed categories. Implementation of this project as designed will provide appropriate protection for natural and cultural resources within the project area.

7. Recycled Materials - Q 7.

7. The Project incorporates recycled materials by utilizing: 4

(Check all that apply) (Please select applicable values)

- [x] Barrier materials which include recycled content or materials obtained onsite (1 point)
- [x] Signs, sign posts or education kiosks which use products with recycled content (1 point)
- [x] Erosion control features which use materials with recycled content (1 point)
- [ ] Paper used for trail maps which includes recycled content (1 point)
- [x] Other products with recycled content (Specify) (1 point) [reuse existing paver stones for tread armoring]

8. Motorized Access - Q 8.

8. The Project improves and/or maintains facilities that provide motorized access to the following nonmotorized recreation opportunities: 6

(Check all that apply) - Scoring: 2 points each, up to a maximum of 6 points (Please select applicable values)

- [x] Camping
- [x] Hiking
- [x] Fishing
- [x] Hunting
- [x] Birding
- [x] Equestrian trails
- [x] Rock Climbing
- [x] Other (specify) [Mountain Biking, target shooting]